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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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[40-5]

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[492]

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In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1908. [487]

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7 per cent. SILVER LOAN OF 1886, E.

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List of Drawn Bonds can be obtained on
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FOR THE HONGKONG & SHANGHAI BANKING
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Hongkong, 30th September, 1909. [1257]

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7.00 a.m. to 10.00 a.m. Every 10 minutes.
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[433]



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[1134-1]

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Hongkong, 24th July, 1905. [4998]

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Hongkong, 28th September, 1909. [1252]

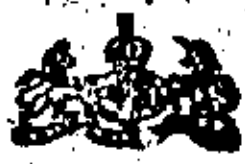
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Hongkong, 1st September, 1909. [1140]

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THE HONGKONG DISPENSARY.

Hongkong, 1st October, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, OCTOBER 2ND, 1909.

The tenders submitted for the Hongkong Opium Farm, though not closely approximating the present contract price as were unfortunately misled into stating yesterday, are still sufficiently high to be regarded as an agreeable surprise to the Government and the taxpayers generally. When addressing the Legislative Council last March on the order received from the Secretary of State for the closing of the divans, H.E. the GOVERNOR said he had described in a despatch the negotiations undertaken with the Farmer, and he estimated that the total abolition of the opium divans would cost the Colony upwards of five lakhs. That estimate was subsequently enlarged to six, and it would be interesting to learn the causes which have led the Farmer to so substantially reduce that estimate. The contract is to be for three years, and each year there is a reduction of one tenth in the amount of the opium coming from India to China. Consequently the price of opium at the Indian auctions is rising as the supply diminishes, and it follows that the retail price in China must rise too. The natural tendency of high prices is to restrict consumption, and the capitalists bidding for the farm would be sure to take that important consideration into account when entering

into a contract for a period of three years. When we bear in mind also that an Ordinance was passed last year by which the Farmer is prohibited from exporting opium to China, it might be supposed that these factors alone would be sufficient to account for a loss of \$25,000 a month, which represents a consumption reduced by three hundred chests a year. The opium taken out of bond by the Farmer last year was 984 chests, including 113 chests of Chinese opium. Not since 1903, however, had the Farmer withdrawn so much, the figures being 725 chests in 1904; 858 in 1905; 497 in 1906 and 725 in 1907. The low figures in 1904 and 1906 were due to financial embarrassments of the Farmer in those years, caused by the fact that he had tendered for a larger payment than the Monopoly could afford. The payment, which stood at \$2,041,940 in 1905 and 1906 fell in the next contract (March 1907) to \$1,452,000. For the new contract the highest tender is \$1,185,000—a drop of \$267,000.

When we take into account the factors we have already mentioned as tending to a reduction in the Farmer's business, and add to these a possible further loss due to the activities of anti-opium organisations, a loss of \$25,000 a month does not seem to err on the side of exaggeration; rather does it leave room for the suggestion that the bidder for the farm cannot be counting on any considerable reduction [directly resulting from the total abolition of opium divans. When the SECRETARY OF STATE telegraphed his order to the Colonial Government to take measures to close the whole of the divans in the Colony, we ventured to express the opinion that this would have the effect, not of materially diminishing the consumption of opium in the Colony, but of driving the vice into the homes of the people. When, however, H.E. the GOVERNOR, after discussing the matter with the Opium Farmer informed the SECRETARY OF STATE that the total abolition of opium divans was estimated to cost the Colony upwards of five lakhs, we regarded that as the final word on the subject until the new tenders were received. Now it appears there are three Chinese syndicates (including the present holders of the Farm) who are prepared to pay for the Farm a rental which does not fall more than three lakhs a year below the present payment, while, as we have pointed out above, they have to reckon not only on the total abolition of divans, but on a reduced export trade and a prospect of a steadily reduced consumption resulting from the continually increasing price of the drug. Under the new contract the Farmer is allowed to draw from bond 900 chests a year, instead of 1,800 as formerly, but as 900 chests are well above his average drawings in the past five years, he is not likely to be hampered by any actual scarcity of the drug. It will remain to be seen whether the closing of the divans will seriously affect local sales in the long run. If they do not, the conclusion will be inevitable that the closing of the divans will have meant, what H.E. the GOVERNOR himself predicts in his memorandum, that "the evil hitherto excluded from domestic life will be introduced into the home, where women and children will probably become participants." We sincerely hope that this will not to any large extent be the consequence of the hasty and ill-considered policy which the Imperial Government has forced upon the Colony, but in our opinion the high tenders for the new farm go a long way to confirm this fear.

Mr. J. W. Jamieson, the new British Consul-General for Canton, arrived in Hongkong yesterday by the Delta.

The six-a-side competition promoted by the Hongkong Football Club commences shortly, entries closing on Tuesday next.

Mr. R. M. Dyer, the new manager of the Hongkong and Whampoa Dock Company, returned to the Colony yesterday.

We are informed that the Hongkong Volunteer Corps are giving a promenade concert on Saturday, the 23rd inst., in aid of the funds of the Ladies Benevolent Society.

An Eurasian who stowed away on the s.s. Choising from Shanghai to Hongkong was charged before Mr. J. R. Wood at the Magistrate's Court yesterday, found guilty, and sentenced to one month's imprisonment.

We are asked to mention that the weekly prayer meetings of the Hongkong Christian Union will re-commence on Monday, 4th of October, at 5.30 p.m., in the rooms of the European Y. M. C. A. Alexandra Buildings.

Capt. John, the dozen of the Singapore pilot service, retired at the end of last month. It is reported that Capt. Robinson, late of Singapore, trading to Bangkok, has been appointed by the Pilot Board to fill the vacancy caused by the retirement of Capt. John.

Cable communication with Macao is restored, but telegrams exchanged with Formosa continue to pass only via Japan.

Members of the Hongkong Jockey Club are reminded of the half-yearly meeting at the offices of the Jockey Club at noon to-day.

The Philippine customs cruiser Sora has been captured by Moro pirates and it is feared that the officers and crew have been put to death by the sword.

For stealing twelve yards of white Victoria lawn, the property of Messrs. Jardine, Matheson and Co., Mr. F. A. Hazeland at the Magistrate's Court yesterday sentenced a coolie to six weeks' imprisonment and six hours' stocks.

Before Mr. F. A. Hazeland at the Magistrate's Court yesterday Sergeant Cooper charged three storekeepers and two track coolies with causing obstructions. The offences were proved, and his Worship imposed fines aggregating \$71, which were paid.

Thirty-two chair-bearers were charged before Mr. F. A. Hazeland at the Magistrate's Court yesterday with causing obstruction by rushing fares in various thoroughfares in the city. The defendants were convicted, and a fine of \$3 was imposed on the bearers of each chair.

It is reported that an American company is constructing a new seaport on the Sarawak coast, and is spending thousands of pounds in the erection of godowns, machinery for preparing rubber, etc. The manager is now in Singapore in quest of a cheap hulk which he can fill with concrete and sink along the river bank as the most expeditious way of making a pier. The company expects to possess the chief town in Sarawak within a few years, and to make it the centre of the rubber and copra trade for British Borneo and the neighbouring islands. It is expected that the company will make enormous savings in freight by manufacturing its rubber before shipment, and preparations are being made for accomplishing this on a huge scale.

Count Kozui Otani, Abbot of Hongwanji, Japan, and Countess Otani, who are on a mission to India, arrived here by the Delta yesterday. The Count and Countess Otani are going to India for the purpose of studying the religion in the country where Buddha founded his teachings. The Countess Kazuko Otani is the daughter of the late Prince Kujo, and elder sister to the present Crown Prince of Japan. The Count and party yesterday morning visited the Peak and subsequently dined at the residence of Consul and Mrs. Finneston. In the afternoon the Count held a reception of his followers at the Hongwanji in Morrison Hill Road, and in the evening he was entertained by the Japanese community at the Nippon Club. The Count and Countess proceed by the Delta to-day.

THE HONGKONG OPIUM FARM TENDERS.

We have to apologise for giving publicity yesterday to some misleading deductions from the tenders sent in for the Hongkong Opium Farm. Accepting as accurate a statement that the present rental paid to the Government for the opium farm is \$1,210,000, we pointed out that on the highest tender sent in the Government stood to lose only about \$25,000 per annum. This, however, is incorrect. The present rental of the opium farm is \$1,452,000 per annum, so that the difference between the present and the new contract is likely to be approximately \$25,000 per month.

LOCAL SPORT.

HONGKONG FOOTBALL LEAGUE.

A meeting of the Second Division took place in the Y.M.C.A. Rooms last night. Representatives from R.A., B.A., B.O.S., Moslem and Lusitano were present. Lieut. Thickness, R.A., presided, supported by the acting secretary, Sapper Haigh, R.E., who read the minutes of previous meetings and also a letter from the secretary of the Department F.C. regretting their inability to raise a team.

Proceeding with the business Sapper Haigh was elected Chairman and Mr. Ellis, B.O.C., was appointed secretary. The date of commencement was fixed for October 23rd, and the secretary hopes to have the fixtures published before then.

A General Committee meeting was held at 5.30, Mr. Frank Browne, H. K. F. C., presiding, when the rules of the League were fully discussed and passed. An attempt will be made to fill the vacancy caused by the withdrawal of the Department F.C., and intending entrants should forward their applications to Mr. Ellis.

HONGKONG CRICKET CLUB.

The cricket match arranged on the club ground for to-day has had to be abandoned owing to the wet state of the wicket. The bats will be up for practice.

COTTON INTERESTS OF THE WORLD.

Mr. Charles Macara, writing to *The Times*, calls attention to the valuable information contained in the voluminous report of the sixth International Cotton Congress now being issued, and the useful work of the Federation in bringing the cotton interests of the world into line. He dwells on the close bond of sympathy between the Federation and the International Institute of Agriculture at Rome, and says the statistics collected by the latter, giving authentic information with regard to the condition, growth, and supply of cotton and other textile staples throughout the world, should be published in time.

Mr. Macara points out the services which the Federation has rendered in organising short-time. He declares that it would be suicidal to abandon this policy until the industry has been brought into healthier conditions.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinances 1894]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

ANOTHER DREADNOUGHT LAUNCHED.

LONDON, September 30th.

The Duchess of Albany to-day launched at Portsmouth the improved Dreadnought "Neptune," one of the largest battleships built or building.

N.D.L. SUCCESS.

LONDON, September 30th.

The Norddeutscher Lloyd have made a profit on the working of the first half-year of 1909 of £250,000, against a loss of £350,000 for the corresponding period in 1908.

ANOTHER GERMAN DREADNOUGHT LAUNCHED.

LONDON, October 1st.

The "Ost Friesland," a sistership of the "Heligoland," launched a week ago, was launched yesterday at Wilhelmshaven.

The launch coincides with the completion, after ten years' work, of the naval harbour at Wilhelmshaven, which has cost £3,200,000 sterling, including six docks, three of which will accommodate the largest battleships afloat.

ILLNESS OF THE TSARINA.

LONDON, October 1st.

The Russian Army manoeuvres in the Crimea have been abandoned owing to the illness of the Tsarina.

BRITISH POST OFFICE ACQUIRES WIRELESS STATIONS.

LONDON, October 1st.

Mr. Buxton, the Post-Master General, has announced in the House of Commons that the Post Office has arranged with the Marconi Company to take over all the coast stations, the company receiving £15,000.

The Post Office has also arranged to take over all Lloyd's wireless stations.

INTERPORT SWIMMING.

Now that the final results of the Interport Swimming contest are to hand, it is possible, says the *Shanghai Mercury*, to see how Shanghai compare with Hongkong, on actual points, but that is not a complete view of things. The significance of the victory on points must be considerably modified if one is to understand the real situation. It is to be borne in mind that the Hongkong swimmers practically have all the year round in which to swim, whereas Shanghai swimmers, except the very thickest-skinned, have a somewhat long close season. Again, Shanghai swimming in these degenerate days is largely confined to the placid waters of the various Swimming Baths, the Shanghai swimmer rarely taking his dip nowadays in the mildly turbulent Whangpoo, as he used quite regularly to do before such things as private or public baths existed. The frequent seething parties that are popular in Hongkong are not to be had here, and this probably accounts in good measure for the superior achievements of Hongkong. At the same time it is not altogether to the credit of Shanghai that all her victories were won by one man, even though two of the Medal Settlement's best were out of the swim by reason of sickness. Mr. MacCabe's fine record would have been very difficult to beat in any case, however.

EATEN BY A CROCODILE.

Stories of Filipinos being devoured by crocodiles in some of the rivers of the southern islands, which have been more or less infested with these immense reptiles are comparatively common, but it is seldom that such terrible deaths befall people within a radius of 25 miles of Manila.

Last Friday news was received by the *Cebuensis American* of the death of a native of Antipolo, Rizal province, one Jaime Cristobal, 25 years of age, who was seized and devoured by a crocodile in the river at Boso Boso, a nearby town, while he was swimming across the stream.

Several natives were together swimming and had almost reached the middle of the stream when the huge reptile appeared in their midst. It dived and seized him, and carried him to the bottom. No remains of the body have yet been found. The reptile is said to be a very large one and its presence was unknown in the river.

A determined attempt is to be made to kill the animal at all costs.

How to be beautiful—Keep your complexion, Mrs. Ellen's Cream, Charismatic, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

SUPREME COURT.

Friday, 1st October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (Puisne Judge).

CAPTAIN'S ALLEGED WRONGFUL DISMISSAL.
The action was mentioned in which Captain W. Cooper, lately master of the s.s. *Tak Hing*, sued the Sze Yap S.S. Co., of Hongkong, for \$858.33, for wrongful dismissal on September 15th, 1909; \$750 being three months' wages in lieu of notice. Mr. Reader Harris (from the office of Messrs. Wilkinson and Grist) appeared for plaintiff, and Mr. P. S. Dixon (from the office of Mr. R. Harding) appeared for the defendant.

Mr. Harris applied for an order for pleadings. He said he could easily prove wrongful dismissal, but he did not know what allegations of misconduct defendants were going to make.

Mr. Dixon said if the case were adjourned for a week they might come to a settlement.

The hearing was fixed for Monday week.

ALLEGED BREACH OF AGREEMENT.

E. Kennedy brought action against Mak Nam Woon, proprietor of the Belle View Hotel, to recover \$1,000, \$500 being for alleged breach of agreement whereby defendant agreed to employ plaintiff as manager, and the remaining \$500 for damages caused to the plaintiff by the wilful act of defendant in procuring plaintiff from continuing his application for a licence under the Liquor Ordinance of 1908. Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for plaintiff, and Mr. X. d'Almeida Castro for defendant.

Mr. d'Almeida asked his Lordship to order pleadings or else full particulars of the second portion of the claim.

Mr. Harris said it was impossible to furnish particulars of the second portion, but he could call witnesses who would state that in their opinion plaintiff's character had suffered.

Mr. d'Almeida said particulars of the first \$500 would not satisfy him.

Mr. Harris argued that particulars of damages were not given in a libel action. His client was prevented from continuing his application for a licence, and several of his friends came to him and said they were sorry to see that his application had been refused by the Justices. One week they advertised his name in the newspaper and the next somebody's else.

His Lordship ordered Mr. Harris to furnish Mr. d'Almeida with such particulars as he could of the facts in regard to the second claim.

The hearing was then fixed for Thursday week.

AN AMAN'S CLAIM.

Lai Juhn, an amah, sued Jessie Walker, of 9 Morrison Hill Gap, for \$70.80, money lent on three different occasions.

When the case was called plaintiff produced a paper, which defendant said she would like to see. Plaintiff spoke to the defendant, who stated that the amah wished her to speak Chinese.

Defendant said that the money which she claimed had already been paid, but that the plaintiff stole the paper produced. She also stole a five dollar bill for which the defendant dismissed her.

Plaintiff stated that she was formerly in the employ of the defendant as amah, and that her mistress borrowed money from her with which to pay the rent. She advanced other small amounts after that.

Defendant asserted that she had paid the money which she had borrowed and declared that she did not owe her a cash, not even for wages. The plaintiff stole a five dollar bill and defendant had her looked up for an hour or two and finally called a policeman.

A witness for the defence stated that she was present when her mistress paid \$3.80 to the plaintiff. Defendant admitted that she thought the amount borrowed was \$38.

His Lordship adjourned the hearing for a week to permit of another witness being called.

MANILA'S NEW TARIFF.

Hitherto invoices for goods entering Manila have had to be accompanied by a solemn declaration. The tariff now, in addition to altering the duties, requires in regard to consular invoices that they must be executed in quadruplicate, instead of in triplicate, as before. Quantities must be stated in terms of the Tariff Act. That is to say, that where goods are on the basis of weight, measurement must be stated in the metric system; and where they are on the basis of liquid measure, quantities must be stated in the metric system also. It is also required that invoices must be sworn to, so that traders sending goods to Manila from Hongkong will have to swear to such goods.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 1st at 12.15 p.m.—The barometer has fallen moderately in N.E. Japan, and risen considerably over W. Japan, moderately over China and slightly in the Philippines.

Pressure is low over the N.E. part of the Sea of Japan, and relatively high about the 14th parallel, both over the China Sea and the Pacific. It is highest over N. China.

Fresh N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. and E. winds, fresh; fair.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamoocks	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

THE LEVYING OF DISTRESS WARRANTS.

IMPORTANT CASE AT THE MAGISTRACY.

At the Magistrate's Court yesterday afternoon before Mr. J. R. Wood, Aryn, alias Yala, of Messrs. David Sassoon and Co., was arraigned on charges of not being a bailiff, or acting under the Distress for Rent Ordinance of 1883, unlawfully did attempt to levy, or levy, a distress for arrears of rent.

Mr. H. L. Denys, Jr., from the office of the Crown Solicitor, prosecuted; and Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the defendant.

Mr. Denys stated that the defendant was alleged, on September 22nd, to have gone to No. 9, the Praya, Kennedy Town, a domestic building, and to have asked the people inside for rent. The rent not having been paid, the defendant was alleged to have turned the inmates out, and to have impounded certain of their goods.

His Worship—Is the defendant alleged to have done it himself, or by agent?

Mr. Denys—Himself and by agent. Lam Sing Chan stated that on September 22nd the defendant and a Chinaman drove her away from her house. She asked to be allowed to stay to eat her rice, but the defendant told her to go away. She said the mistress owed him money, and then witness offered to pay him a month's rent. She left all her furniture behind, and had not yet recovered it.

In cross-examination witness said she was a prostitute, and the second floor on which she lived was a brothel. Witness did not know why the mistress ran away, but she took her clothing with her. The utensils left belonged to her. The only goods belonging to the mistress were the things in the passage and the things in the cook-house. Witness was allowed to take away her clothing; but the defendant declined to let her take away anything else.

Inspector Brown, of the Registrar-General's department, stated that in consequence of a complaint made by the last witness he went to No. 9, the Praya, Kennedy Town, and found the second floor locked up. Witness sent for the rent collector and asked if he looked up the place and refused to allow the girls to take their things away. He said he did, because the mistress owed his master three months' rent. On the door being opened the last witness and other girls pointed out things belonging to them. Witness asked the collector if he would allow the girls to take their things away, and he declined.

Cross-examined—Witness instituted similar proceedings a few months ago, but he could not say why the case was dismissed.

Isn't it a fact the case was dismissed because the premises were brothels?—I believe that was the reason.

Mr. J. H. Kemp, Registrar of the Supreme Court, said the defendant was not attached to the Court, and had no authority to levy a distress.

In cross-examination witness said all distresses had to be issued by a bailiff. It was not the practice at the Registry to issue a warrant to a bailiff to distrain on a brothel, in consequence of a decision of Mr. Justice Wise. In the present case witness would have refused a warrant.

Mr. Denys submitted that this case was an unfortunate one in many ways, because it turned upon a landlord's right personally to levy distress. In this case it was alleged that the defendant had been acting practically as a bailiff without authority of any sort. He had distrained or attempted to distrain. In this Colony it had been expressly enacted that all distresses should be levied by a public officer. Provided his Worship was satisfied with the facts, Mr. Denys submitted that the defendant ought to be fined the maximum penalty.

Mr. Looker submitted that there was no evidence of any offence. There was no proof that the defendant actually took any overt step which resulted in these goods being locked up. In order to convict any person for usurping a bailiff's functions, it should be proved that he was the actual person who usurped those functions. On the face of the Ordinance, and the facts as proved, it was clear that the defendant did not come within the provisions of the section. A bailiff's functions did not commence until he had got a warrant. The first thing the prosecution had to establish was that the rent which it was attempted to collect could be properly collected under the Ordinance. The premises in question being a brothel, there was no right to recover the rent.

His Worship (to Mr. Denys)—Can you distinguish this case from the previous one?

Mr. Denys—Yes, I believe the previous case was one in which the people were turned out. There was only one witness, and no evidence of distress at all.

Mr. Looker—The evidence was exactly the same as in this case.

Mr. Denys contended that the Ordinance simply said rent, and did not mean rent legal to recover or otherwise. Power to distrain was vested in the bailiff, and a landlord had no right to serve a distress warrant.

His Worship said he would consider the case, and adjourned the hearing sine die.

CHINESE AIRSHIP INVENTOR.

The London correspondent of the *Strait Times* telegraphed on September 24th as follows:—

A San Francisco telegram says that a Chinese science graduate, Fung Qoy, has invented a flying machine of the biplane description. He has flown on it successfully for a distance of half a mile. Fung Qoy intends to go to China, and will offer his invention to the Government of that country.

PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

August, 27th 1909.

RHEIMS AVIATION WEEK.

Considering the very wet and stormy weather, Rheims "Aviation Week" has given great satisfaction to all present, and has proved an object lesson of the highest importance to the world. The few mishaps that occurred—none of them fatal happily—were the direct results of the weather or of the impetuosity of the part of the "flying-men," all of whom were naturally anxious to surpass one another in feats of skill and beat their own records as much as possible. Taken altogether, it has been a glorious week, and one which will long be remembered. The competitors—irrespective of their nationality—deserve the highest praise for their efforts which in many cases have surpassed the most sanguine expectations. Had the weather been favourable, there is no doubt fewer accidents would have been witnessed while greater feats of skill still would have been performed. Latham—the first man to ever try and fly across the Channel—achieved a remarkable triumph by racing and beating an express train, besides accomplishing other wonderful aerial evolutions. The cheers that greeted Latham must have convinced him more than ever that he was still a popular hero, and that his recent failure to fly across the Channel had in no way belittled him in the eyes of the cosmopolitan world. To brave Latham reverts the signal honour of having beaten all records for speed and distance by covering 154 kilometres, or 96 miles, in 2 hrs. 18 min. 9/5ths. sec., and landed only when his petrol was exhausted. As already observed, he received a tremendous ovation when he landed—sufficient to make him forget all about his recent misfortune. Just before his triumphant flight began, a lady-bird (his future mascot) settled on M. Latham's cheek, and he stood still for five minutes until it flew away, saying, "Now perhaps I shall have some luck"—and surely he did. On the night he was clapped by the nobles in turn by two beautifully dressed ladies, who kissed him frantically. Shouts of "Vive Latham!" resounded for a quarter of an hour, and M. Latham, who had been enthusiastically and waved his cap. The true hero of the Channel—M. Bleriot also accomplished wonders, and to everyone's delight carried a passenger, M. Lobbac, once round in 8m. 38s. Later in the evening M. Bleriot had a narrow escape; through his mechanic, who acted as his companion on the occasion, miscalculating the distance, his machine which was flying fast at the time, crashed into a fence. As a result ten yards of fencing were shattered with a crash like that of a falling house, and people leaning against it ran for their lives. They were knocked down, but only slightly hurt. The machine itself turned right over with its left wing smashed. Happily, beyond being severely shaken, M. Bleriot and his assistant were none the worse for their miraculous escape. The exploits of M. Lefebvre, who also greatly distinguished himself, won considerable applause. M. Lefebvre's brilliant success is all the more wonderful, because he is a complete novice and has never had any lessons in flying. He merely risked his life by getting into a machine without any knowledge of it, and trusted to Providence. (M. Lefebvre's death has been telegraphically reported since this was written.—Ed.)

TUBERCULOSIS AND CANCER.

M. Juillard, the Director of the Paris Hygienic Bureau, in a report relative to the fight against tuberculosis and cancer in the city, has made a statement that the white scourge is slowly but surely on the decline. The figures are exactly the same, the number of deaths from tuberculosis during 1908 being 10,262, identical with that of 1907. The population of Paris, however, has increased somewhat during the last year, which leaves the average of deaths lower. M. Juillard is confident that in the course of time tuberculosis, if it does not disappear altogether, will be greatly diminished, owing to better sanitary arrangements, and the demolition of old houses. It has been proved that tuberculosis reappears again and again in the houses or rooms in which persons suffering from the disease have died. This seems to point to tuberculosis being contagious rather than hereditary, members of the same family being more liable because of the same surroundings. The Hygienic Bureau has done excellent work in having these houses pulled down, and new ones built with modern sanitary arrangements, and when death occurs by thoroughly disinfecting the premises. The quarter of the Champs-Elysees is the healthiest, having a much lower death-rate than other districts. It is the quarter of the rich, where light and air are plentiful, houses are well ventilated, and there is no overcrowding. This is precisely the state of things which should prevail everywhere, and is the aim which the Hygienic Bureau has for its object. It is both a difficult and costly task, but not impracticable. It is only a question of patience and resolution. These who are most liable to tuberculosis are servants, needlewomen, modistes or milliners, and dressmakers (couturieres), &c., among the women; tailors, bakers, &c., among the men. These work either underground or in dark, sunless, unhealthy back rooms, overlooking close court-yards all day, and after their day's toil go home to conditions equally bad or worse. Of the 19,000 business houses visited by the Bureau d'Hygiene where employees worked under unhealthy conditions, more than three-quarters of them promised to see that matters were improved as their attention was called to the subject. This, it will be admitted, certainly promises well for the final stamping out of the disease.

THE WEATHER AND THE SHOOTING SEASON.
The weather up to the present has been the

cause of bitter disappointment to thousands in every country almost. Enthusiastic sportsmen in France—if such exist in the true sense of the word—have reason to curse the weather. The opening of the shooting season in the suburbs of Paris has had to be delayed in consequence. Though the season opens so far as the Department of the Seine (of which Paris is the capital) is concerned, Parisians need not, nor do they, wait until that appointed time to feast on game, thanks to the manufacture of "false game"—an industry which is on the increase. You can enter any restaurant, &c., in either Paris or the environs and indulge in game. Of course, the proprietors don't know whence such luxuries come from; it does not pay them to know. One would think that restaurant proprietors and others would be presented by the authorities for serving game to gourmets out of season. No such thing; the authorities well know that they are not entirely to blame, since, as already stated, a very profitable industry is carried on all the year round in the manufacture of "false game." There is no secret about the process, as the following adopted method will show. Young chickens of seven or eight days old are fattened up for a week, then they are killed and hung up by the feet and riddled with small shot. The restaurant, when he has bought them, allows them to fatten that is, to become "high," and then he merely serves them covered with weird and wicked sauces. Of course, it goes without saying that first-class restaurants and hotels would not think of resorting to such base tricks and lose their reputation. Second and third class restaurants are the chief offenders, but then they are able to give you a full course dinner, including game, for less than one franc. One can easily imagine how the trick is done; what is left from customers' plates is put back in the saucepans and served up again and again until nothing remains. We should not look too closely into cooking, according to Mme. de Sevigne, and this is true enough in many cases. To return to the delayed shooting season, quails are reported to be decreasing so rapidly in France that it is feared they will die out altogether. Gourmets who order quails on toast are now very rarely certain of getting what they ask for—though the substitute is not necessarily a poulet or chicken made up. Species of Argentinian quail known as tinamon, the flesh of which is exquisite, are usually served in place. Give it a name is all that is needed; only experts would detect the difference.

ASSAULT AND ABUSIVE LANGUAGE.

Before Mr. F. A. Hazell at the Magistrate's yesterday Mrs. Pasco, of the Criterion Hotel, summoned Mrs. George, of 21 and 22, Pottinger Street, for assault. The defendant cross-examined complainant for using threatening and abusive language.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) appeared for the complainant, the defendant being unrepresented. Complainant told the Court that she was asked to take four Portuguese sailors to a Chinese restaurant in Pottinger Street and arrange for them to have a meal at fifty cents each. When witness left the restaurant to return home Mrs. George, who lived near the restaurant, approached and struck her with a big stick.

His Worship:—She struck you?

Complainant:—Sure she did, and she chased me to Queen's Road.
Proceeding, witness said she told Mrs. Green of this adventure, and that lady sent her back to Mrs. George's to ask the defendant why she struck her. A Portuguese sailor accompanied witness, and as they approached defendant's house she came out with a stick. The sailor tried to take it from her, but she struck him on the wrist, and then dealt the complainant two blows, one on the shoulder and one on the hip. Defendant was formerly employed by Mr. Green, and complainant ascribed this assault to jealousy, the defendant being anxious that she should leave her berth at the Criterion Hotel.

A small boy from the Chinese restaurant told the Court defendant chased complainant with a stick, but did not strike her.

A Portuguese sailor from the Vasco da Gama bore witness to the assault.

Defendant:—Were you not a little tipsy?

Witness:—No, I am under doctor's orders not to take liquor.

His Worship:—I don't quite understand the motive for the assault!

Mr. Shenton:—The complainant has a good position in the Criterion, and the defendant is jealous of her.

Defendant:—That is not so. I have a good business of my own, and these people do not want me to make a living.

The cross-examination was then heard, and Mrs. George taking the position of defendant, and Mrs. George taking the witness stand.

Mrs. George stated that she told the defendant she was a barmaid, and should not listen to what her boss told her. Instead of passing complainant's door and taking the sailors to a Chinese restaurant she should have let them go where they pleased. Defendant thereupon made use of lurid language, which it would be a shame to repeat. Witness was so overcome with shame that she went into her house without saying a word. Later, on her way to the market, the defendant stood at the door of the Criterion Hotel, and when she saw complainant she again assailed her with abusive language. At ten o'clock that night the defendant again passed complainant's place on the way to the Chinese restaurant, and again the witness told her she should not do this. Witness held a stick in her hand, but did not strike or run after the defendant. She held it to frighten her, with the object of being treated with a little more respect.

After hearing further evidence his Worship said he was satisfied that both charges had been proved. With reference to the charge of assault against the defendant, George, he ordered her to pay a fine of \$7, in default fourteen days imprisonment. She would further be bound over in the sum of \$200, personal bond, to keep the peace for one year. The defendant Pasco would likewise be bound over in a similar sum to keep the peace for a like period.

OLD SINGAPORE.

INTERESTING ADDRESS BY AN OLD RESIDENT.

Mr. C. B. Buckley, probably the best known of all the old residents of Singapore remaining in the Colony, gave an interesting address last week, on the early beginnings and growth of Singapore. The Rev. J. A. S. Cook introduced the speaker, and Mr. Green, of the Plymouth Brethren Mission, translated the address into English.

Mr. Buckley, having referred to the fight between the English and French for supremacy in Java and to the advent of Raffles in Singapore, remarked that it is said there was a great city here 650 years ago, while in the wall of a church in Malacca was an inscription to the effect that the Bishop of Japan died in the Straits of Singapore 310 years back. Raffles entered the month of the Singapore River on January 28, 1819. On his right, where, and Esplanade now, it was then all jungle, and where Raffles Square is was a good-sized hill.

There were then only 120 Malays on the island who had come here only eight years before from Johore and settled on the banks of the Singapore River. The chief of these was the great grandfather of the present Sultan of Johore. A Malay boy was in a boat when he saw the Europeans coming, and he was so frightened that he jumped into the sea and was drowned. The English dug well near the present site of the Hotel de Europe and camped there for the night.

THE BEGINNING.
Raffles told the Tumungong that they only wanted to establish a godown and would not hurt the Malays; some Malays who accompanied the English from Penang drafted a paper by which Raffles was granted permission to establish a factory near where the present Cricket Club pavilion stands. Two copies of this were made: one was lost by the English and the other was kept by the Malays and subsequently discovered by the "speaking" in Johore. The English document was exhibited by Mr. Buckley, who described it as the beginning of Singapore.

Another influential Malay was found by Raffles to claim authority here, and so he was brought from Pahang, arriving on February 6, and other documents drawn up bearing the stamp of the East India Co. and the signature of Sir Stamford Raffles. On the next day, February 7, Raffles returned to Penang, leaving a man named Farquhar to serve as governor in his place, but he returned in June and ordered that the site of the present Esplanade be kept for public purposes. He went away from Singapore and returned three years later, when he remained for eight months, after which he sailed away for the last time. When he returned after his three years' absence he found that many Europeans had built houses where the Cathedral and the Esplanade now are, contrary to his instructions. He ordered their removal, and had the hill which stood in Raffles Square cut away, the earth being used to fill up Boat Quay and the site of the present police courts.

He paid the people for their houses on the Esplanade, and they rebuilt at Raffles Square. The soldiers lived in squat quarters where the Cathedral now stands. The goal was where the public offices are now.

ADVENT OF THE CHINESE.
There were no Chinese when Raffles first came, but many came from Malacca and other places. Malacca then belonged to the Dutch, and the people who lived there found trade with Singapore very profitable, but the traders were frequently killed by pirates on the way. In 1825 a Chinese trader named Eu Jin came here from China and made a great deal of money. He was the leader of the Chinese community. He died here 25 years ago, at seventy-nine years of age. His sons, Pook Seah and the others, were very well known. About this time there was a Chinaman in Malacca named Tan Pook Seng. He built the hospital of that name here in 1840. He died 59 years ago, at fifty-two years of age.

FIRST WATERWORKS SCHEME.
There was another man who came from Malacca whose name was Tan Kim Seng. He was too foolish to give the Government \$15,000 to put in waterworks system. The engineer said it was far easier to dig a hole and send out from England but broke on the way. Those which did not break were dumped at Kandang Kerbau, where anybody who wanted any had only to take a bullock cart there and have them carried away. That was what became of his \$15,000. The only thing remaining is the fountain in front of the Singapore Club, erected in his honour in view of his donation for the waterworks. Mr. Buckley sketched the growth of the opium and gambling firms, and said that Raffles declared that people should not gamble at all, while Governor Crawford replied that they would gamble anyway and it was better to control and regulate it. The Indian Government stopped it, however. Five years after Raffles' landing the population had grown from 100 to 5,000. Forty-five years ago, when the speaker came here, there were 85,000. Now there were about 250,000. In 1822, 1,500 ships came to Singapore, but they were very small and none of them came from England. The first junk from China came two years after Singapore was settled. Ten years after that there was one week when only one vessel arrived. When the first steamer arrived here, a party of Singaporeans wanted to try it and started for Malacca on a Thursday afternoon. They arrived there on Saturday morning, spending part of the interval on a sandbar and the other part in putting out a fire which broke out on board. They were so angry that they took off the paddle wheels and had the steamer towed back here from Malacca by tongkangs. The first P. and O. steamer came here in forty-one days from England. Six years later, one P. and O. steamer ran into and sank another between here and Malacca. The one which went to the bottom had a large amount of treasure on board.

At the conclusion of the address, Mr. Cook addressed the audience in English and Chinese, and a vote of thanks was accorded Mr. Buckley for his interesting lecture.—*Straits Times*.

BRITISH ARMY MANŒUVRES.

A Reuter's telegram dated 22nd inst. in the Singapore papers says:—

Manœuvres have been commenced in England, the line of the Thames being taken as the boundary between two countries. A feature of the operations is the remarkable marching of the infantry, which has attracted the attention of the foreign military attaches.

LORD ROSEBURY'S DENUNCIATION OF THE BUDGET.

BRITISH NATION IN THE SOCIALIST MELTING POT.

The following descriptive account of the famous fighting speech delivered recently by Lord Rosebery at Glasgow will doubtless interest many of our readers.

Prefacing his speech with the statement that rather too much fuss had been made about the meeting, Lord Rosebery spoke of the honour the commercial men of Glasgow had done him in wishing to hear his views on this momentous measure. He hoped that what he had to say would not be quoted against the Liberal party, with which he had long ceased to be in communion. His lordship did not permit the meeting long to remain in doubt as to whether he intended to elaborate his declaration in a famous letter that the Finance Bill was not a Budget, but a revolution. He had not been speaking two minutes when he told his hearers that "It is my duty to-day to show why I believe it is not in the best interest of the nation that this financial measure should be carried." "Gleaming away what he described as the 'preliminary rubbish' that the people who cried out for Denunciations objected to pay for them the speaker made a mighty shout of approval by pointing out that Mr. Lloyd George's assertion that the Budget was "a war against poverty" really amounted to war against poverty carried on by an immediate increase of unemployment, and by the great depletion of capital from which wages alone are paid. This was the starting point of an elaborate argument, the force of which is undeniable, to show in a simple and unadorned manner the rich landowner and the wage-earner, and that, so far from placing the burden of the increased classes alone, the working man was bound to be seriously affected.

A FIGHTING ORATION.

Lord Rosebery had thus early shown himself to be in the fighting form. For the first hour his lordship was in excellent voice, but then for a few minutes he spoke in a rather low, measured tone, as if to reserve himself for the second moiety of his address. The end of one or two sentences when summing up his attack on the taxation of land values could hardly have reached the gallery at the end of the vast hall, but though the audience in that elevated position had to strain to catch every word which fell from his lordship's lips, no cry was raised that any portion of the address was unheard. The speaker quickly recovered, and although his voice was obviously affected by the great heat, the concluding portion of the speech was heard in every corner of the chamber. A fine eulogy of the efforts of the Opposition drew forth the loud approval of the audience. After referring to the closure, Lord Rosebery paid a tribute to the ability and indefatigable courage shown by the "gallant minority" in the House of Commons who have, in spite of every physical and intellectual fatigue, combatted the provisions of the Budget. Thereafter his lordship said the Government were putting the future of Great Britain into the melting-pot, and that the Budget was a revolution without any man date from the people. The principle of this Budget was to take as much, and harass as much, as possible. In the days of sound finance taxation was considered a delicate instrument, requiring manipulation by a delicate hand. Now it seemed to be an instrument played with both fists—hits on the key and both feet on the pedals. The result, Lord Rosebery suggested, amid laughter, was anything but harmonious. The humour of the man of business was again aroused when the speaker likened the statement of Mr. Asquith and Mr. Lloyd George that the land taxes were small at present, but were capable of infinite expansion, to the dum-dum bullet—it made a small hole on entering the body, but it expanded and killed the victim. Abandoning his bantering humour, Lord Rosebery advised all owners of real property to consider carefully the principles on which the Budget is based, and asked if there was not a fundamentally implied sanction given by the State to all property acquired under the guarantee of the State. In this special and contagious taxation, the guarantee to all forms of property was withdrawn. The unearned increment once accepted for land would soon spread to all securities, and it was evidently intended to do so by the instigators and impellers of the Government. Therefore, no form of property would be safe from this sort of predatory tax. The assessment of Income-tax, he said, that in twenty-two years there had been a reduction of 17½ millions in the assessment, and Lord Milner, as chairman of the Board of Revenue, in 1896, gave it as his deliberate estimate that the loss of capital value in the land of Great Britain in thirty years was one thousand millions.

"That," said Lord Rosebery, with fine scorn, "is the prosperous industry which the Government has set out, with every means in its power and every principle it can distort, to shake almost out of existence." You could not shake the security of any form of property without affecting everybody connected with it, and its effects would be felt by the labourer, shopkeeper, employee, and tenant, equally with the landowner. The friendly societies and insurance companies would be hit. The Prudential, a favourite working-men's insurance company, had 254 millions invested in real property. This was not money belonging to dukes, but collected by peace every week from the working-man.

MEDIEVAL FINANCE.

After speaking on the taxation of land for an hour and ten minutes, Lord Rosebery referred briefly to the super-tax, and proceeded to dwell at considerable length on the injustice of the death duties, pointing out that the Chancellor of the Exchequer, when he found the number of estates, of from £100,000 to £500,000 diminishing, adopted the remedy of the medieval financier—that the heavier the tax the more it will bring in. There was no part of this epoch-making speech, as it was afterwards described by a great Glasgow citizen, which was more heartily cheered than that which dwelt upon the depredations on capital. These, Lord Rosebery declared, tended not merely to deplete our basis and instrument of commerce, our employment and wages fund, but they also materially depleted our war fund. His lordship poured ridicule on the idea that the Budget is a Liberal measure. It was a new Liberalism, and not the one he had practised under more illustrious auspices. In the Cabinet there were several ex-colleagues who served with him under Mr. Gladstone. The Grand Old Man would have been a centenarian in December if he had lived, but he would have made a short work of the death duties of the Cabinet that sat on him, with such a measure as this, and the depredation would soon have found themselves on the stairs. After showing how the Budget established an inquisition and a tyranny unknown to mankind, Lord Rosebery held his audience by declaring that if the persecution of land, if the cutting off of great chunks from the capital fund, the wages fund and war fund, the encroachment on liberty, and the establish-

ment of a huge bureaucracy were the supreme result of Free Trade, many headless peruncs would think it was time some other system was tried.

At this point the longest cheers in the speech prevented his lordship continuing for some time, but if there were among Lord Rosebery's hearers any who hoped to hear a recantation of his Free Trade views they were disappointed, for he said he should wait to see some other alternative before he believed anything so desperate. Lord Rosebery declined to embark upon an alternative Budget plan, and then, in some weighty words, he referred to the position of the House of Lords. He hoped the Lords had come to no decision, and would wait to see this constantly shifting and changing Budget before pronouncing its judgment. There was something Machiavellian in the Government's injudicious speeches spurring on the Lords to throw out the Finance Bill, and he had come to the conclusion that it is the Government's wish that the Lords should follow that course. After summarising his criticisms, Lord Rosebery charged the Government with dallying with Socialism, and for the last ten minutes of a splendid oration exposed the pretences of the Socialists. The Government were moving on the path of Socialism, and his lordship whipped the temper of his audience by solemnly stating that, "on that path I, at any rate, cannot follow them an inch."

A fine peroration and the speech was ended. It had lasted one hour and fifty-three minutes, and then, after a few words in response to a vote of thanks, the Captains of Industry of Glasgow returned to their labours.

POINTS FROM THE SPEECH.

His following are the main points of Lord Rosebery's speech:

The positions I have held and the confidence of my Sovereign and country will not allow my absolute silence at a moment like this.

It is necessary for me to show a public and flagrant difference with my closest friends in politics.

I have long ceased to be in communion with the Liberal party.

It is necessary for me to show why I believe it is not in the best interest of the nation that the Finance Bill should become law.

For a peace Budget it is the most remarkable ever presented to any Parliament.

In the long and almost haphazard catalogue detailed by the Chancellor of the Exchequer as a Budget there is a multitude of taxes designed for no other object than to cause a universal feeling of insecurity.

No one knows what the Budget is at this moment—not even the Chancellor himself.

I believe it is the destiny of Great Britain itself that are in the melting pot.

Let me pay a passing word of tribute to the courage and ability of the gallant little minority in the House of Commons who have not flinched, in spite of every physical and intellectual fatigue, in combatting the provisions of this Budget.

I object to taxation by insinuation.

In Great Britain we always consider we have a guarantee of stability from the State itself, but under the Government's proposals the State guarantee to all form of property is grievously imperilled.

Unearned increment once accepted for land will soon spread to all securities.

It is evidently intended to, not by the Government, I hope, but by the instigators and impellers of the Government.

No form of property is safe, or meant to be safe, from this extraordinary tax.

Landowners are damned according to the spirit of the age, but they are doubly damned by owning property at all.

When did landowners become part of the criminal class? They have rendered great services to the State, but the Government tell them they are parasites, and may go about their business.

There is a fund of justice among artisans to which these things will appeal.

I pay the super-tax readily as dealing with a condition of necessity, and would rather pay more in super-tax than see more levied on capital.

The death duties constitute a very serious danger to capital.

By these enormous taxes on capital you are strangling in peace the goose that lays the golden eggs in wartime.

It is impossible to exaggerate the danger caused by the feeling of insecurity of property in a commercial country like this.

It is already paralysing investment and means of employment.

The Budget is introduced as a Liberal measure. It is a new Liberalism, and not the one I have known and practised, under more illustrious auspices than these, as Mr. Gladstone's humble disciple.

Liberalism and liberty were twin sisters.

The Budget seeks to establish an inquisition unknown previously to Great Britain and a tyranny unknown to mankind.

Tyranny is not Liberalism, but Socialism.

What is the effect of the Budget on Free Trade?

Has not the Government by this measure given away the case for Free Trade?

I will still not despair of it, but if the Budget is the only alternative to Tariff Reform, many a man and reluctantly will cease to defend the doctrines of Free Trade.

I shall wait to see some other attempt at Free Trade Budget-making before I believe anything so desperate as this.

I earnestly hope the Lords have come to no decision as yet, and are waiting to see the Budget in a definite shape before pronouncing an opinion.

I have come to the deliberate conclusion that the Government with the Lords, to throw out the Finance Bill.

The deep, subtle, and insidious danger which underlies the Budget is the danger of Socialism. I think my friends are moving on the path that leads to Socialism.

On that path I cannot follow them one inch. I may think Tariff Reform or Protection an evil, but Socialism is the end of all, the negation of faith, of family, of property, of the Monarchy, and of Empire.

With real sorrow I find it the parting of the ways, and I must go the road of public economy.

DEATHS FROM FLOGGING IN FORMOSA.

TRIAL OF A POLICE INSPECTOR—TEXT OF JUDGMENT.

The trial took place some time ago in the Taiwan Court of Shihua Minsu, an assistant police inspector in the Choshuoh branch of the Aiko District Office, Formosa, on a charge of manslaughter, but the case was dismissed.

In reply to questions by Judge Uno, the accused stated that, while serving as a police officer in the Choshuoh branch of the Aiko District Office, he arrested Chin Fuk-an and seven other Formosans on a charge of gambling and subjected them to flogging; the punishment being continued for four days. About 3 p.m. on May 17th last, after the sentence of



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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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No. 7, Oura, Nagasaki.

Dated Nagasaki, 23rd September, 1909. [1265]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of October, 1909, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND adjoining the Matilda Hospital, Peak, in the Colony of Hongkong, for a term of 75 years, commencing from the 23rd November, 1881.

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No. of Sub-Regulating No.	Locality	Boundary Measurements	Contents	Area	Upset Price.
1	At the foot of the Peak, near the Matilda Hospital.	112 feet curve	110 feet	13,700 (about)	72 1,256

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship "WAKASA MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 7th Oct. will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 30th September, 1909. [1263]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles:-

The Kowloon Railway.

Lord Kitchener.

British Postal Agencies in China.

The Japanese Emigration Problem.

Random Reflections.

Hongkong News.

The Hongkong Opium Farm.

Collapse in D'Aguilar Street.

Arrival of Lord Kitchener.

A Gang of Alleged Thieves.

Sanitary Board.

Youth Charged with Stealing Bills of Exchange.

The Railway Sensation.—Proceeding at Canton against Mr. W. Butler Wright.

The Brandy Case.

Company Meeting.

Hongkong Cotton Spinning Weaving Dyeing Company.

William Powell and Company.

Douglas Steamship Co., Ltd.

The Mercantile Bank's Dividend.

Local Sport.

Kowloon Cricket Club.

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Hongkong, 2nd October, 1909.

NEW ADVERTISEMENT

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For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 1st October, 1909. [1256]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held TO-DAY (SATURDAY), the 2nd October, 1909, at 12 o'clock, Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held TO-DAY (SATURDAY), the 2nd October, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th September, 1909. [1215]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will commence on WEDNESDAY, October 6th:-

ENGINEERING SECTION:

Building Construction and Drawing.

Machine Drawing.

Steam.

Mechanics.

Physics.

COMMERCE SECTION:

English.

French.

Short-hand (including Typewriting).

Book-keeping.

SCIENCE SECTION:

Sanitation.

Chemistry (Theoretical and Practical).

Physics.

Teachers' Class: English.

Students should attend at the Institute to be enrolled on MONDAY or TUESDAY next, between 6 and 7 P.M.

Copies of the Prospectus and Entry Forms for intending Students may be obtained on application to the Undersigned.

Prizes and Certificates earned last Session will be distributed by the Hon. Mr. BAWIN in Queen's College Hall, on MONDAY, Oct. 11th, at 5.30 P.M.

E. RALPHS,

Director.

Hongkong, 1st October, 1909. [1261]

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PUBLIC COMPANY

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 55, Bonham Street West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subjoined resolution will be proposed:

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.

That the Articles of Association be altered in manner following:-

(a) In Article 55 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 56 the word "Three" shall be substituted for the word "Ten."

NG LI HING,

General Manager.

Dated the 14th day of September, 1909. [1205]

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on TUESDAY, the 19th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 19th October, both days inclusive.

By Order,

M. MANUK,

Acting Secretary.

Hongkong, 1st October, 1909. [1262]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address:- "GOOD VIEW" Office.

Hongkong, 14th September, 1909. [1260]

TO LET

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AT MAGAZINE GAP, Furnished or Unfurnished fire-roomed house, from 1st November.

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Hongkong, 27th September, 1909. [1244]

FOREIGN HOUSES, Nos. 9 and 9A, Wong Nei Chung Road, facing Race Course

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JOH GUAN HIN,

64, Bonham Street West.

Hongkong, 24th September, 1909. [1257]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to:-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1909. [1218]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms.

Apply to:-

YEE SANG FAT & Co.,

Opposite General Post Office.

Hongkong, 21st June, 1909. [1271]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to:-

H. M. H. NEMAZEE,

9, Peddar's Hill.

Hongkong, 14th August, 1909. [1073]

TO LET.

FURNISHED, from first week in November, No. 3, Des Vaux Villas, Peak. Rent moderate.

Apply to:-

H. W. D. SHALLARD, P. & O. S. N. Co.

Hongkong, 29th September, 1909. [1255]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to:-

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [1207]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to:-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1909. [1035]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchoi Road.

Apply to:-

REUTER, BROCKELMANN & Co.

Hongkong, 20th September, 1909. [917]

TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to:-

JOHN D. HUMPHREYS & SON,

Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

TO LET.

NO. 158, PRAYA EAST.

Apply to:-

JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd September, 1909. [1232]

TO LET

GODOWN, No. 5A, DUDDELL STREET.

Apply to:-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1909. [98]

TO LET

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to:-

KAM FOOK,

No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to:-

F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 25 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 99 YEARS' LEASE.

For Particulars, apply to:-

GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906. [96]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to:-

CHATER & MODY,

Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET

A Suite of 3 ROOMS on Third Floor of "Hotel Mansions" with use of two Bath Rooms, suitable for Office or Living Rooms.

From 1st November next.

FIVE-ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwai, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to:-

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 30th September, 1909. [1233]

TO LET

DUNHAVEN, 33, ROBINSON ROAD. 52, CAINE ROAD.

Apply to:-

HO U-MING,

81, Queen's Road Central.

Hongkong, 7th September, 1909. [1177]

TO LET

A HOUSE in Wong Nei Chung Road.

A HOUSE in RIVINGTON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

NO. 3, CLIFTON GARDENS, Conduit Road.

NO. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST. BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to:-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1909. [97]

TO LET

IN NO. 6, DES VEAUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SASSOON & Co., LTD.

Hongkong, 15th September, 1909. [1054]

TO LET

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitfield, Shaikwan Road.

PREMISES at SHAMBERN, CANTON, now in occupation of the Canton Kowloon Railway.

CLAVADEL, No. 106, Peak (furnished), till 31st December, 1909.

THE EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street. HOUSES in BELLILLO TERRACE, Robinson Road, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—TONG CHANG, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to:-

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 30th August, 1909. [1100]

TO LET

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to:-

E. A. & C. F. CARVALHO,

14, Arbutnot Road.

Hongkong, 4th August, 1909. [1036]

TO LET

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW." Furnished, Kowloon. A Small Garden attached. Cheap Rental.

Apply to:-

ARRATON V. APCAR & Co.,

14, Des Vaux Road.

Hongkong, 24th August, 1909. [399]

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Tels. 750,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:

KONIGLICHE SERRHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTOR DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHRODER BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MEYERSON & Co. M. A. VON ROTHSCHILD & SOHNEN.

JACOB S. H. STERN NORDBEUTSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, J. & Co., Koeln. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL... £1,500,000

SUBSCRIBED... 1,125,000

PAID-UP... 562,000

RESERVE FUND... 250,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months... 4 per cent.

For 6 " " 3 1/2 per cent.

For 3 " " 2 1/2 per cent.

EVAN ORRISTON, Manager.

Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP... Yen 24,000,000

RESERVE FUND... 15,900,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo, Nagasaki, Kobe, Osaka, London, Lyons, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Tientsin, Peking, Newchwang

SHIPPING

ARRIVALS.

ANAMBA, British str., 1,100, Sangster, 1st Oct.—Foonchow 29th Sept.—MoBain & Co.
 CHENNAI, British str., 1st Oct.—Canton.
 CHINA, American str., 3,186, D. E. Friele, 1st Oct.—San Francisco 30th Sept. Mails and General—P. M. S. S. Co.
 CHOWANG, British str., 1,424, M. Courtney, 1st Oct.—Shanghai 26th and Swatow 30th Sept. General—Jardine, Matheson & Co.
 DELTA, British str., 4,780, B. W. H. Snow, 1st Oct.—Shanghai 28th Sept. General—P. & O. S. N. Co.
 HAINAN, British str., 636, J. W. Evans, 1st Oct.—Swatow 30th Sept. Mails and General—Douglas, Lapraik & Co.
 KANCHOW, British str., 1,234, Monkman, 1st Oct.—Weihaiwei 26th Sept. Coal—Butterfield & Swire.
 KUEIKOW, British str., 1,215, W. B. Browne, 30th Sept.—Chefoo 25th Sept. General—Butterfield & Swire.
 KWEILIN, British str., 1,200, C. W. Pickett, 1st Oct.—Kanton 25th Sept. Coal—Butterfield & Swire.
 MAUSANG, British str., 1,644, G. S. Weigall, 1st Oct.—Sandakan 25th Sept. Timber and General—Jardine, Matheson & Co.
 SPEZIA, German str., 2,374, Offmbran, 1st Oct.—Foonchow 29th Sept. General—Hamburg-Amerika Linie.
 TAMINGO, British str., 1,350, G. H. Pennesfather, 1st Oct.—28th Sept. General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 1st October.
 ANAMBA, British str., for Langkat.
 CHOWANG, British str., for Canton.
 DELTA, British str., for Europe, &c.
 GREGORY APCAR, British str., for Shanghai.
 HONGKONG, British str., for Amoy.
 KUEIKOW, British str., for Swatow.
 KWEILIN, British str., for Saigon.
 MAUSANG, British str., for Shanghai.
 VORPACER, German str., for Hainan.
 WAKASA, Japanese str., for Kobe.
 WONGKOW, German str., for Swatow.

DEPARTURES.

1st October.
 HAINAN, British str., for Swatow.
 KANCHOW, British str., for Moji.
 LOONGSANG, British str., for Manila.
 MANDANAN, Japanese str., for Miki.
 RUBI, British str., for Manila.
 SIBERIA, American str., for Shanghai.
 TIBODAS, Dutch str., for Yokohama.
 TONYU MARU, Japanese str., for Shanghai.
 TYDUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. *Kanchow* reports: Fine and clear sea smooth throughout.
 The British str. *Kueikow* reports: Light wind and the weather throughout.
 The British str. *Anamba* reports: Light to moderate winds throughout the voyage.

VESSELS IN DOCK.

October 1st.

ABERDEEN DOCK.—
 KOWLOON DOCK.—On Lee, *Prinz Sigismund*, S.M.S. *Teigling*.
 COSMOPOLITAN DOCK.—
 TAIKOO DOCK.—St. *Broch*, *Suvaric*, *Sansen*, *Drufar*.

VESSELS ON THE BERTH

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR"
 Captain S. H. Bolton, will be despatched for the above Ports TO-DAY, the 2nd Oct., at 10 A.M.
 This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
 RETURN TOURS TO JAPAN
 (Occupying 24 Days)
 Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.
 Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
 Fare for round trip, \$120.
 For Freight or Passage, apply to
 DAVID SASSON & Co., Ltd.
 Agents.
 Hongkong, 2nd October, 1909. [1251]

"SHI-E" LINE OF STEAMERS, LTD.
 FOR LONDON AND ANTWERP.

THE Steamship
 Captain G. C. Cundy, will be despatched as above TO-DAY, 2nd October, at Noon.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co., Ltd.
 Agents.
 Hongkong, 30th September, 1909. [1172]

Canadian Pacific Railway Co.

FOR VANCOUVER.

THE Steamship

"SUVERIC"
 FROM HONGKONG
 TO-DAY (SATURDAY), 2nd Oct.,
 FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the
 OCEANA 21st October.
 KUMERIC 18th November.
 AYMERIC 16th December.
 SUVERIC 1910, 15th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to
 CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.

Hongkong, 22nd September, 1909. [1251]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
LONDON & ANTWERP	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	LIBERIA	Ger. str.	1. w.	E. P. Martin	Knaul	About 6th inst.
HAYRE & HAMBURG	C. FRED. LAMBE	Ger. str.	1. w.	Wagner	HAMBURG-AMERICA LINE	On 31st inst.
HAYRE & HAMBURG	NICOBERIA	Ger. str.	1. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 31st inst.
COPENHAGEN & BALIC PORTS	BALORAVIA	Ger. str.	1. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 31st inst.
MARSEILLES, LONDON & ANTWERP	CANTANIE	Ger. str.	1. w.	Sellier	MESSENGERS MARITIMES	On 14th inst.
MARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 14th inst.
MARSEILLES, LONDON & ANTWERP	HAKATA MARU	Jap. str.	—	Deinet	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES, LONDON & ANTWERP	TRANQUERAR	Jap. str.	—	J. Dring	NIPPON YUSEN KAISHA	On 27th inst., at D'light
GENOA, MARSEILLES, LONDON & ANTWERP	MIYANAKI MARU	Jap. str.	—	T. Mural	MESSENGERS MARITIMES	On 12th inst., at 1 P.M.
TRIESTE & C. VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	—	D. Malchow	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
NEW YORK	ATROLL	Brit. str.	2 m.	B. Cobol	SANDER, WIELER & Co.	About 20th inst.
BOSTON & NEW YORK	EMPEROR OF JAPAN	Brit. str.	—	S. Shotton	DODWELL & Co., Ltd.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SUVERIC	Brit. str.	1 m.	K. Sato	DODWELL & Co., Ltd.	On 6th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	M. Hagino	DODWELL & Co., Ltd.	On 16th inst., at 6 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	H. Yamamoto	TOYO KISEN KAISHA	To-day.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	G. W. Eidy	MESSENGERS MARITIMES	On 21st Nov., at Noon.
TACOMA VIA KEELUNG, SHANGHAI & JAPAN	CHANGSHA	Brit. str.	1 m.	T. Sekine	MESSENGERS MARITIMES	On 12th inst., at Noon.
CALCUTTA, IQUIQUE, &c. VIA JAPAN PORTS	PRINZ SIGISMUND	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAMATO MARU	Jap. str.	—	H. Raegenner	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKEI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
YOKOHAMA & KOBE	HIRAKO MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 24th inst., at Noon.
KOBE & YOKOHAMA	NIKKEI MARU	Jap. str.	—	V. MoChyomont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
JAPAN	CHONGSHING	Brit. str.	—	S. H. Belson	DAVID SASSON & Co., Ltd.	To-day, at 10 A.M.
TIENSTIN VIA TIENTSIN, WEIHAIWEI & CHEFOO	LUCHOW	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
TSINGTAU & NEWCHANG	GREGORY APCAR	Brit. str.	1 m.	H. Kirchner	MESSENGERS MARITIMES	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHENNAI	Brit. str.	—	W. A. Evans	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHOWANG	Brit. str.	—	Lancelin	MESSENGERS MARITIMES	On 11th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YATHEUNG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	P. K. LUTFOLD	Ger. str.	1 m.	Schwinghamm	HAMBURG-AMERICA LINE	On 19th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BONRAY MARU	Jap. str.	—	Pander	JAVA-CHINA-JAPAN LINE	On 21st inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOURANE	Dut. str.	—	J. B. Ferguson	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Dut. str.	—	R. Sugi	ORAKA SHOEN KAISHA	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	—	Richards	ORAKA SHOEN KAISHA	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BRISGAVIA	Ger. str.	1. w.	Evans	DOUGLAS LAPRAIK & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TIPANAS	Dut. str.	—	G. Hooker	DOUGLAS LAPRAIK & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PALEMO	Brit. str.	—	W. G. Passmore	DOUGLAS LAPRAIK & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SOHRY MARU	Jap. str.	—	J. S. Roach	DOUGLAS LAPRAIK & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DAIJIN MARU	Jap. str.	—	Pennet	DOUGLAS LAPRAIK & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SHANI	Brit. str.	—	R. Bodger	DOUGLAS LAPRAIK & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUEIKOW	Brit. str.	2 h.	P. H. Rolfe	SHERMAN TOMES & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAICHING	Brit. str.	2 h.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAIKUN	Brit. str.	2 h.	R. W. Almond	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TAMINGO	Brit. str.	1 m.	F. Semblil	SHERMAN TOMES & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ZAFIRO	Brit. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	LOONGSANG	Brit. str.	—	Belato	CARLOWITZ & Co.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BUBI	Brit. str.	—	J. G. Ollent	DAVID SASSON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BORNEO	Ger. str.	—	T. G. Arthur	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YETOROFU MARU	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YAMATO MARU	Jap. str.	—	Bonman	JAVA-CHINA-JAPAN LINE	On 24th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHONGSHING	Brit. str.	—			Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—			
SHANGHAI, YOKOHAMA, KOBE & MOJI	TIYMAH	Dut. str.	—			

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALCIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wedday, 6th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ REG. LUTFOLD"	About Wed., 6th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 8th Oct., at D'light
YOKOHAMA & KOBE	"COBLENZ"	About Saturday, 16th October.
KUDAT & SANDAKAN	"BORNEO"	Middle of October.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 27th September, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	S. Shotton	On 2nd October.
OCEANO	4,687	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.
AYMERIC	4,363	J. Boyd	On 16th December.
SUVERIC	6,232	S. Shotton	On 13th January.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 Queen's Buildings.
 Hongkong, 23rd September, 1909. [8]

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	Capt. Lancelin On 11th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE"	Capt. Sellier On 12th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	Capt. Guionnet On 25th Oct., P.M.
MARSEILLES VIA PORTS	"STENET"	Capt. Guionnet On 26th Oct., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles. For Further Particulars, apply to—
 P. DE CHAMPORIN, AGENT,
 Hongkong, 29th September, 1909. Queen's Building. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec, or St. John, N.B.
"EMPRESS OF JAPAN" SAT., 16th Oct.	"ALLAN LINER" - FRIDAY, 12th Nov.
"EMPRESS OF CHINA" SAT., 6th Nov.	"EMPRESS OF BRITAIN" FRI., 3rd Dec.
"MONTEAGLE" SUNDAY, 21st Nov.	
"EMPRESS OF INDIA" SAT., 4th Dec.	"EMPRESS OF BRITAIN" FRI., 31st Dec.
"EMPRESS OF JAPAN" SAT., 1st Jan.	"ALLAN LINE" - FRIDAY, 28th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC or ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers 243
 and 1st Class Railway 245

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Polder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZIL, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 2nd October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOKTAN," 9,621 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on the 15th November, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 20th September, 1909. [1]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SIBERIA" On 6th Oct.

FOR BOSTON AND NEW YORK.

"ATHOLL" About 16th Oct.

For Freight and further information, apply to
 DODWELL & Co., Ltd.
 Agents.
 Hongkong, 29th September, 1909. [1195-1129]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine, South American Ports up to Callao. Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA"

Captain Belsio, will be despatched as above on TUESDAY, the 12th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 1st October, 1909. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Straits, to Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"AUSTRIA"

Captain Cobol, will be despatched as above on or about the 25th October.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Prince's Buildings.
 Hongkong, 28th September, 1909. [3]

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS
 Gutler, Palmer & Co., London.
 AGENTS
 SIEMSEN & CO.,
 HONGKONG.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	DELTA	Oct. 2nd	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE	Oct. 6th	Freight and Passage
TAKAO, HANGHAI MOJI, PALERMO and YOKOHAMA	Capt. J. B. Ferguson	Oct. 9th	Freight and Passage

For further Particulars, apply to
H. A. HEWETT, Superintendent.
Hongkong, 29th September, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI, TIENTSIN and NEWCHANG	"CHENAN"	On 2nd Oct. Midnight
MANILA, SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN	"TAMING"	On 4th Oct. 4 P.M.
AMOI, NINGPO and SHANGHAI	"KUEICHOW"	On 5th Oct. 3 P.M.
SHANGHAI, MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"SHANSHI"	On 6th Oct. 4 P.M.
	"ANHUI"	On 7th Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANLU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Fares in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN" "CHINHUA" and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
Telephone 35.
For Freight or Passage apply to—
H. A. HEWETT, 2nd October, 1909.

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"YATSHING"	Sunday, 3rd Oct. 8 P.M.
SHANGHAI VIA NINGPO	"CHONGSANG"	Tuesday, 5th Oct. 3 P.M.
SINGAPORE, SAMARANG, SOERABAYA	"FOOSHING"	Wednesday, 6th Oct. 3 P.M.
MANILA	"YUENSANG"	Friday, 8th Oct. 4 P.M.
TIENTSIN VIA TIENTSIN, WEI	"CHONGSHING"	Saturday, 9th Oct. 4 P.M.
HAITAI & CHEFOO	"KUTSANG"	Wednesday, 13th Oct. Noon
SINGAPORE, PENANG & CALOUTTA	"LOONGSANG"	Friday, 15th Oct. 4 P.M.
MANILA	"NAMSANG"	Saturday, 16th Oct. 2 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.
Telephone No. 61.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Hongkong, 2nd October, 1909.

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 3rd Oct. at Noon
"HAICHING"	SWATOW, AMOI and FOCHOW.	TUESDAY, 5th Oct. at 1 P.M.
"HAITAN"	SWATOW, AMOI and FOCHOW.	FRIDAY, 8th Oct. at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th September, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and BALTIC PORTS	"CATHAY"	10th October
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	About 12th October
MARSEILLES, AVRE, COPEN, HAGEN and BALTIC PORTS	"TRANQUEBAR"	Middle of November

For Further Particulars apply to
H. A. HEWETT, 27th September, 1909.

MELCHERS & CO., AGENTS.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU, Capt. J. Nagao.	5,500	WED. DAY, 13th Oct. at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, KOKKAICHI, and YOKOHAMA	HAKATA MARU, Capt. J. Dring.	5,500	WED. DAY, 27th Oct. at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. K. Sato.	7,000	TUESDAY, 12th Oct. at Noon.
BOMBAY via SINGAPORE, SHANGHAI, MOJI and KOBE	KAGA MARU, Capt. M. Hagino.	8,000	TUESDAY, 9th Nov. at Noon.
YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 29th Oct. at Noon.	
NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 26th Nov. at Noon.	
YETOROFU MARU, Capt. K. Soyoda.	4,500	MONDAY, 11th October.	
BOMBAY MARU, Capt. W. A. Evans.	4,500	MONDAY, 11th October.	
HIRANO MARU, Capt. H. Fraser.	9,000	FRIDAY, 22nd Oct. at Noon.	
NIKKO MARU, Capt. M. Yagi.	6,000	TUESDAY, 26th Oct. at Noon.	

§ Fitted with New System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU (Capt. T. Mura)	About Wed. 20th Oct.
KITANO MARU (Capt. F. E. Cope)	About Wed. 17th Nov.
HIRANO MARU (Capt. H. Fraser)	About Wed. 15th Dec.
KAMO MARU (Capt. F. L. Sommer)	About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, MANAGER. [15-93]
Hongkong, 24th September, 1909.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

SHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 9th Oct. Noon
EVHI	2540	R. W. Almond	Manila	On 16th Oct. Noon

For Freight or Passage apply to
H. A. HEWETT, 29th September, 1909.

SHEWAN, TOMES & Co., General Managers. [14]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, KOBE and YOKOHAMA: S.S. SILEBIA ... 19th Oct. S.S. BRISGAVIA ... 21st Oct. S.S. SILVIA ... 1st Nov. S.S. SUEVIA ... 17th Nov. S.S. SENEGBAMBIA ... 18th Nov. S.S. SITHONIA ... 1st Dec. S.S. SCANDIA ... 10th Dec. S.S. BRASILIA ... 18th Dec. S.S. SEGOVIA ... 28th Dec.	For HAVRE & HAMBURG: S.S. C. FRED. LAEISZ ... 4th Oct. For HAVRE, BREMEN & HAMBURG: S.S. NICOMEDIA ... 13th Oct. For MARSEILLES, ANTWERP & HAMBURG: S.S. AMERICA ... 17th Oct. For ANTWERP & HAMBURG: S.S. LIBERIA ... 31st Oct. For HAVRE & HAMBURG: S.S. BELGRAVIA ... 6th Nov.

Further Particulars, apply to—
H. A. HEWETT, 20th September, 1909.

HAMBURG-AMERIKA LINIE, Hongkong Office. [12]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONGKONG, MANZANILLO and SALINA CRUZ (Mexico).
S.S. HONGKONG MARU ... 6000 tons gross ... Sail Oct. 26th, at Noon.
S.S. MANSHU MARU ... 5000 " " " " Dec. 10th, at Noon.
S.S. AMERICA MARU ... 6000 " " " " Febr. 5th, 1910, at Noon.

For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yok Building.
Hongkong, 16th September, 1909. [462]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—
15, DES VŒUX ROAD, HONGKONG.

Japan Office—
14, WATER STREET, YOKOHAMA.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	February 5	MANTUA	11000
ASSAYE	7500	February 19	CHINA	8000
DELTA	8000	March 5	MALAYA	11000
MACEDONIA	10500	March 19	(Through Steamer calling at BOMBAY)	
DEVANHA	8000	April 2	MONGOLIA	10500
ASSAYE	8000	April 16	MARMORA	10500
DELTA	7500	April 30	MOREA	11000
DELHI	8000	May 14	MOOLTAN	10000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
HONGKONG	LONDON	
SYRIA	January	26
SUMATRA	February	9
NYANJA	February	23
SUNDA	March	23
MALTA	April	20
SABDINIA	May	4
NORE	May	18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, "FIZPATRICK" Capt. E. E. Hutchinson	6,178 4,416	SATURDAY, 2nd Oct. at Noon. SATURDAY, 25th Oct. at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at 1st Rates. Best adapted rooms for carrying Silk, Treasure and Parols. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW, & AMOI	"SOSHU MARU" Capt. K. Sugi	SATURDAY, 2nd Oct. at 10 A.M.
TAMSUI VIA SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KUBESAKI	SUNDAY, 3rd Oct. at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUNYU MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1908. [9]

COAL.

BUNKER COAL can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookeston, at Reduced Rates. Large stock always on hand. Apply — SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LD., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan".

BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [1064]

MITSU BISHI GOSHI KAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI MUTABE, HOJO, NAMAZUTA, SATO, SHINNEN and KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KAKATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI, Manager.
No. 2, Peking Street, Hongkong.
Hongkong, 9th January, 1909. [1654]

HONGKONG HOTEL.

Mr. P. E. Adams	Mr. & Mrs. J. Lind
Mr. F. H. Allen	Mr. & Mrs. G. T. Lloyd
Mr. W. G. Baker	Mr. & Mrs. Child
Mr. C. Barnett	Mr. D. Macdonald
Mr. S. Biven	Dr. O. Harriott
Mr. J. Breen	Mr. F. Matson
Mr. J. A. Britton	Mr. G. C. McIntosh
Mr. T. C. Buckland	Mrs. B. Melville
Mr. and Mrs. W. C. Bunner	Mr. J. M. Menendes
Mr. R. G. Eurst	Mr. J. Menagh
Mrs. (G.) Clement	Mr. I. Mercati
Mr. & Mrs. G. M. Cohn	Mr. H. J. Mowbray
and child	Mr. A. Muehlhauser
Miss Collins	Dr. & Mrs. J. J. Nall
Mr. H. E. Cordin	Mr. and Mrs. J. E. Norman
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Miss Haines	Mrs. W. H. Stebbing
Mr. F. W. Hawke	Mr. H. S. Swearing
Mr. E. E. Heermann	Mrs. F. M. Swift
Mr. J. H. Herbert	Mr. J. A. Mount-Thierall
Reul, Mrs. and Mrs. E. A. Hewett	Mr. and Mrs. M. L. Thompson
Dr. S. Hough	Miss Thompson
Mr. T. Y. Y. Ho Hein	Mr. C. Tompason
Capt. R. Innes	Mr. A. Whelan
Mr. H. Kaufmann	Mr. and Mrs. H. P. Whitmarsh
Mr. O. G. Keegan	Mr. S. Woff
Mr. C. G. Keach	Mrs. F. G. York
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Madam Krzyzowski	Mr. G. A. Zisselman
Mr. G. M. Lack	
Mr. W. L. Law	

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Mrs. Crezier	Mr. S. Ochi
Miss C. E. Donohugh	Capt. and Mrs. W. C. Pasmore
Mr. J. E. Douglas	Mr. J. H. Pearson
Mr. J. B. Fernandes	Dr. Pfuecker
Mr. J. Gower	Mr. & Mrs. Robinson
Mr. R. Harzer	Mr. E. Rigold
Capt. M. H. Hoids	Mr. & Mrs. S. Silverstone
Miss M. Kennedy	Mr. & Mrs. A. Smith
Mr. J. W. Kydd	Mr. E. E. Smith
Mrs. Lepiota	
Miss C. Loeble	

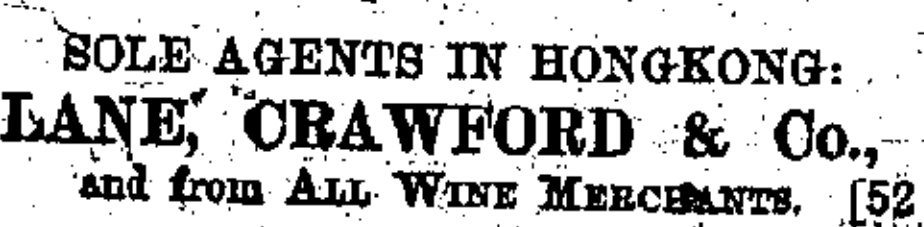
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Mr. A. Austin	Mrs. L. Lyon
Mr. F. Evington	General Sir J. Machado
Dr. Black	G. M. A.
Mr. F. K. Browning	Mr. & Mrs. C. C. Mackee
Mr. H. Bulmer	Mr. H. S. Morrison
Mrs. Butler	Capt. Norton
Mr. J. V. Butcher	Mr. Hans-Popper
Consul Genl. D. Cinatti	Mr. E. C. Forts
Dr. & Mrs. F. Clark	Mrs. G. S. Foster
Miss Hilda Clark	Miss K. Fuchs
Mr. & Mrs. A. B. Craggs	Mr. S. P. Warbrook
Mrs. Crickshaw	Mr. B. Webb
Mr. & Mrs. Sydneyham Dixon	Mr. and Mrs. B. A. Wonnink
Mr. T. H. D. Flanagan	Mr. H. W. Wilkins
Mr. H. E. R. Hunt	Mr. W. Arnold Zede-
Mrs. W. H. Tindal	
Mr. L. V. Lunsford	

PASSENGERS.

ARRIVED.

Per *Maunang*, from Sandakan, Mr. Thompson.
 Per *Haiman*, from Swatow, Mrs. Pernne and child, and Mr. Melchior.
 Per *Tawing*, from Manila, Mrs. Hargreaves, Miss Fisher, Messrs. Prising, Kermin, Horna, Cedar, Cowan, Boulanger, Watson and Baria.
 Per *Delta*, from Shanghai, for Hongkong, Mr. and Mrs. E. Adet, Mr. S. Phillips (2), Captain Desseville Gallard, Misses Phillips (2), Captain Desseville, Messrs. J. W. Jamieson and servant, G. G. Mainland, A. Adet, F. Coulbaret, A. London, A. Madar, B. M. Dyer, E. G. Burd.



HONGKONG METEOROLOGICAL.				HONGKONG TIDE TABLE.			
REGISTER.				From October 2nd to 8th, 1902.			
Hongkong Observatory, October 1st.				HIGH WATER.		LOW WATER.	
	Previous Day at 2 p.m.	On Date at 4 1/2 a.m.	On Date at 4 p.m.	Day of Month	Height Mean Time	Day of Month	Height Mean Time
Barometer	29.50	29.03	29.94	Sat. 2	h. m. 10 58	h. m. 6 58	h. m. 1 18
Temperature	83	84	83	Sun. 3	10 57	6 58	1 18
Humidity	76	78	74	Mon. 4	10 56	6 59	1 18
Wind Direction	SE	E	E	Tues. 5	1 44	5 59	1 18
Force	1	3	3	Wed. 6	1 15	5 58	1 18
Weather	c	c	c	Thurs. 7	1 0	5 58	1 18
Rain		0.02		Fri. 8	1 0	5 58	1 18
Highest open air Temperature on 20th Sept. 87				Low Water			
Lowest open air Temperature on 20th Sept. 78				High Water			

SHIPPING IN PORT.

STEAMERS.

URBON, French ste., 997, Le Bail, 30th September—Saigon 25th Sept., Rice.—Man Fat.

KNAN, British ste., 1,350, Brown, 29th Sept. Shanghai 26th Sept., General.—Butterfield & Swire.

OWTAL, German ste., 1,115, W. Mollermaun, 11th Sept.—Bangkok 1st and Hoihow 20th Sept., Rice and wood.—Butterfield & Swire.

JOHN MABT, Jap. ste., 988, Y. Kuburaki, 22nd Sept.—Swatow 28th Sept., General.—Osaka Shosen Kaisha.

USAKA, Norwegian ste., 1,102, J. Bing, 29th Sept.—Bangkok 21st and Swatow 26th Sept., General.—China-Siam S. N. Co.

FRANZBERG, British ste., 2,400, G. C. Cunady, 29th September.—Shanghai 27th Sept., General.—Jardine, Matheson & Co.

OSIRIMA, British ste., 1,423, Liebman, 25th Sept.—Taku Bar 18th September; Sakt.—Jardine, Matheson & Co.

AGGORY APCAL, British ste., 2,951, S. H. Belson, 28th Sept.—Calcutta and Singapore 22nd Sept., General and Opium.—David, Sassoon & Co.

AFORD, British ste., 2,716, Pope, 21st Sept.—New York 30th June, Kerosine Oil.—Standard Oil Co.

KERBA, British ste., 2,169, J. Home, 30th Sept.—Penang 21st and Singapore 24th Sept., General.—Chinese.

AN, British ste., 3,506, J. G. Oliffent, 29th Sept.—Moyi 24th Sept., General and Coal.—David, Sassoon & Co.

WONG CHING, Chinese ste., 1,002, A. F. Brisbane, 29th Sept.—Chinkiang 24th Sept., General.—Chinese.

GEORGE, British ste., 2,057, J. E. Jeffrey, 21st August—New York 16th April, Kerosine.—Standard Oil Co.

WOLVER, British ste., 1,369, W. H. Lutz, 27th Sept.—Shanghai 24th September, General.—G. M. S. Co.

N, British ste., 1,835, C. C. Williams, 22nd September.—Shanghai 19th Sept., General.—Butterfield & Swire.

ROW, British ste., 1,215, W. Buddley, 25th Sept.—Wakamatsu 19th Sept., Coal.—Butterfield & Swire.

NUMBER, British ship, 2,249, Parnell, 20th Sept.—New York 15th May, Kerosine.—Standard Oil Co.

NE, Norwegian ste., 750, Haraldsen, 25th Sept.—Samarang 9th September, Sugar.—Sagard, Thoreson & Co.

AL, German ste., 1,018, Wenzel, 29th Sept.—Bangkok via Swatow 21st Sept., Rice and Wood.—Butterfield & Swire.

ASABU, German ste., 2,100, C. Gosewisch, 25th Sept.—Hoihow 25th Sept., General.—Butterfield & Swire.

PRUMPERH, British ste., 1,065, J. H. Scott, 26th Sept.—Batavia 22nd Sept., Rice and General.—Woo Pat Shing.

PONGTONG, German ste., 995, H. Oldsan, 23th Sept.—Bangkok 20th September, Rice.—Melchers & Co.

PEINZ STORIMANN, German ste., 5,432, D. Lens, 21st Sept.—Sydney 26th August, General.—Melchers & Co.

RAJAH, German ste., 2,100, H. C. Reher, 25th Sept.—Bangkok and Kojichang 21st Sept., Rice and Wood.—Order.

RYGIA, Norwegian ste., 2,492, Soerensen, 25th Sept.—Portland 25th Sept., A. S. S. & Co.

SAMBERN, German ste., 998, R. Petersen, 24th Sept.—Bangkok and Swatow 12th September, Rice and Teak Wood.—Butterfield & Swire & Co.

SHANSHI, British ste., 1,228, Eddy, 27th Sept.—Wakamatsu 22nd Sept., Coal.—Butterfield & Swire.

SIMONGAN, Dutch ste., 1,202, H. Van, 25th Sept.—Tegal, Sugar.—Yuen Fat Hong.

SOEHA, Japanese ste., 1,119, T. Sugi, 29th Sept.—Amoy 25th, Amoy 27th and Swatow 28th Sept., General.—Osaka Shosen Kaisha.

SUISANG, British ste., 1,835, Walsh, 26th Sept.—Swatow 25th Sept., General.—Jardine, Matheson & Co.

SUVERBIC, British ste., 1,100, Shotton, 27th Sept.—Manila 25th Sept., Flour.—Doddwall & Co.

TACOMA, Jap. ste., 6,178, H. Yamamoto, 27th Sept.—Bangkok 23rd Sept., General.—Osaka Shosen Kaisha.

TRIUMPH, German ste., 767, Jacobsen, 27th September.—Swatow 26th Sept., Ballast.—Jobson & Co.

VICTORIA, Swedish ste., 999, T. Eckert, 30th Sept.—Haiphong 26th and Hoihow 27th Sept., Rice, General and Pipes.—Wallem & Co.

VOEWALDE, German ste., 700, Ulderup, 28th Sept.—Haiphong 22nd and Hoihow 27th General.—Jobson & Co.

WAKAMATSU, Jap. ste., 3,884, N. Nielson, 30th Sept.—Singapore 25th Sept., General.—Nippon Yusen Kaisha.

WONGKOT, German ste., 1,115, W. Reher, 23rd Sept.—Bangkok 14th Sept., Rice, Co.—North German Lloyd.

STEAMERS PASSED THE CANAL.

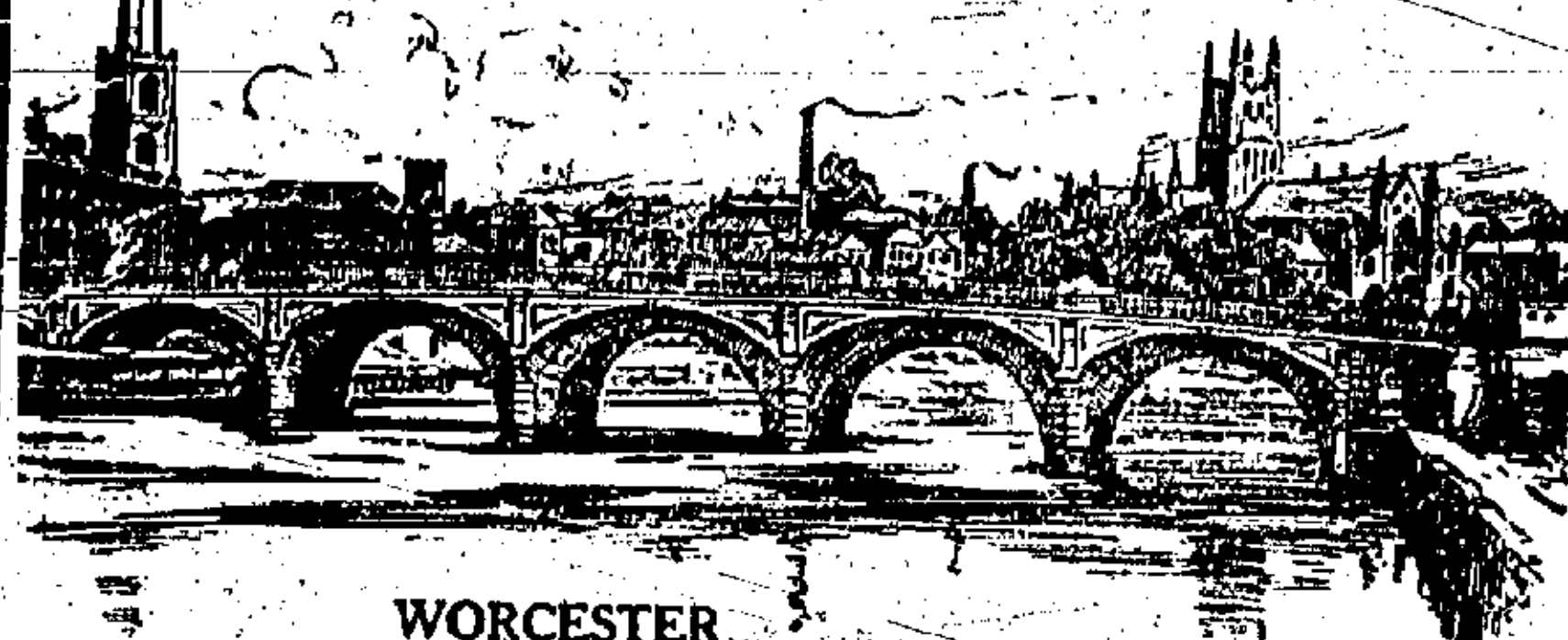
Sept. 4th.—Wakawa Maru. 11th.—Aninor, Bloemfontein, Glenlogan, Oopeck, Palermo, Sardinia, Telamon. 15th.—Benavara, Benwiche, Breconshire, 13th.—Ashtamara, Sado Maru, Gaden, Tamasu, Peking. 22nd.—Peicho, Idarumaru, Samsu, Tama Maru, Glenamr. 25th.—Mithima Maru, Namur, Stavonia, Syria, Tonkin, Hirano Maru, Moiyune. 25th.—Benarity, Sarpeden, Laertes.

ARRIVALS AT HOME.

Sept. 27th.—Sardinia. 28th.—Geoben, Awa Maru.

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EXPLORER JUSTIFIES HIS CLAIM

DR. COOK SUBMITS TO CROSS EXAMINATION.

Copenhagen, Sept. 4.

The man who has been through winter torments facing the lone white vastness of the Arctic sea, not calmly to-day in a room at the Phoenix Hotel justifying his story to a jury of the special correspondents of all the newspapers of the world who are here.

I could almost fancy the shades of Cabot, Franklin, and Amundsen, standing with folded arms behind the little man as he spoke quietly in his curious American drawl, tinged, by years spent in the Arctic, with a Scandinavian accent.

We seemed to be making history, and behind the greatness of it there was something grotesque. Here was the man whose name will live as long as the world lasts, like a prisoner in the dock, charged with discovering the North Pole.

For an hour he was submitted to a searching cross-examination. For an hour he sat there answering questions, with a map of the Arctic spread before him, tracing his adventurous journey with his forefinger from the last glimpse of land to the greatest desert.

He smiled indulgently now and again, as if he pitied our incredulity, but never once did he decline to answer the questions, and they were put to him baldly and directly.

One picture will ever remain with me out of to-day's record—the picture of a little sturdy man, with dreamy, grey-blue eyes that seemed to vision the desolate days that had been, a trim fair moustache stubbling his upper lip, a firm, strong chin now shorn of beard. A very ordinary catalogue of a man's features, but that is the most remarkable thing about him.

He is just a man of the type you see every day.

He turned this way and that, replying like a witness giving evidence before a Royal Commission. There were more than fifty examiners, representing the newspapers of all the countries of the world, and the examiner-in-chief was Mr. W. T. Stead.

"We thought you would be glad of the opportunity to clear up certain questions," Mr. Stead said when all were seated. "The world is divided into two sections: Cookites and anti-Cookites. Personally, I am a Cookite, dear doctor."

Dr. Cook began by correcting the errors which had been made in his first Lerwick telegram. The reference to minus 83deg. Centigrade should have been minus 83deg. Fahrenheit. The statement that 50,000 square miles of land had been discovered also needed correction.

"By that I meant we could see fifteen miles both sides, north and south," he said, "and could clear 30,000 square miles out of unknown distance, not new land."

"We know now there is moving sea-ice there. We know certain conditions of life and weather."

He looked us square in the face, and spoke slowly, deliberately, in a voice carrying truth in every word. "Thirty thousand square miles has been taken from an unknown region."

CALCULATING DISTANCE.

"The farthest land north is between the 84th and 85th parallels near 102 meridian. There is no game beyond Heiberg Island. I found bear tracks at the 83rd parallel and surface life, algae, but I afterwards found no surface life."

"We carried all the necessary instruments to ensure the precision of our astronomical observations. We were very lucky from 00 degrees in getting clear sky nearly every day, which we could check day after day."

"How did you calculate your distance?" I asked.

"We had pedometers," he said. "We registered the distance. Then we took the time from the sun, and also from three chronometers and one watch carefully regulated. One watch only got out of order."

"You see, we were equipped thoroughly from the scientific point of view, having sextants, barometers, and thermometers. I am perfectly familiar with making astronomical observations."

Mr. Stead pointed out that it is possible for any scientist to compile a diary of a discovery of the North Pole.

Dr. Cook smiled and said in the voice of one man reasoning with another:

"Why should any man do that? I get nothing for it. I am not paid. I do it for love."

There's no question of sport even. I have a real interest in the Pole. Why, then, should I sit in my office to make humming observations for the sake of gaining a few miles?

"I do not think," said Mr. Stead, "that you would have the colossal cheek to bluff the whole world."

WITNESSES.

Then came the question of witnesses and the fact of all observations being made by one man—himself. How could he know and prove he was actually at the Pole?

"I regard the Eskimos," said Dr. Cook, "as being very much more intelligent than is usually believed when it comes to finding positions on Arctic land without instruments. They know where they have been. They have a name for the Pole—the Big Nail. Although they are savages they know the earth is round, and they appreciate the spirit in which exploration is undertaken."

Besides, Rasmussen has got something from the Eskimos. The chances are they would tell him things they would not tell me. He knows them and their language. You may have an Eskimo version of it all."

"But I don't claim to have put my finger on the exact spot where the earth turns."

"You said you jumped over it," Mr. Stead remarked.

"That is figuratively speaking," Dr. Cook replied. "I have been where longitude ends, where all points of the meridian meet. We practically skirted the Pole, but as to the exact distance of our approach it is impossible to say. Personally, I think we have been on the spot, although when my observations are referred to it is possible that there will be a difference of a few metres or a fraction of a mile."

"This much I'll say: Had we fired a gun it would have been impossible not to shoot over the Pole. For working purposes we hoisted an American flag, and that was our centre."

We have brought the flag back with us, and we left a small silk flag in a metal cylinder, with a short account of the journey written in pencil, and sealed."

"But if the flag is moving," said one of us, "the cylinder may be carried many miles. The next explorer may find it, and say you have never been to the Pole."

Dr. Cook spread out the palms of his hands. "I don't care," he said, "I can't make land, and there was none for me to leave a flag on."

"Will you place your observations before any geographical society of the world?" I asked.

"I'm ready to do so," he replied. "Among scientists there is no doubt of my statement. I have received messages from Norwegian, French, and Scottish societies acknowledging their belief in the accuracy of my statements. A letter from Berlin is on the way, and such great men as Amundsen, Cagni, and Leconte, the director of the Norwegian, believe in me."

"They know me. My proofs are the same that every explorer brings back with him—my astronomical observations."

"I declare that I have found the North Pole, and I accept the full responsibility for what I say."

We cross-examined him on the remarkable speed per day.

"The average distance of the north run was slightly less than fifteen miles a day. In the south run it was slightly over ten," he said.

"This is not at all extraordinary for an Eskimo, though it is for a white man. The Eskimo understands dogs and ice."

"If you compare the speed with the old system of men-power it was very fast, but in Greenland the dogs travel fifty or sixty miles daily."

"One of our greatest advantages was that we did not take the famine route by Smith's Sound. We left with dogs from Greenland, fed them well, and ran them 400 miles over country covered with game. Thus we brought them to the Polar Sea fat and in good trim, and we could choose the best of the lot."

SCIENTIFIC DIET.

"Then they had little stores to carry. Others have loaded sleds with provisions. We lived on pemmican and beef tallow, as the Eskimo does, only we reduced his food to a science."

We ran short of nothing going out. The rations were planned out to the last ounce for dog and man—each had about a pound of pemmican daily."

"Only in coming back did we run short of supplies. We intended coming down Neeson Sound, but the ice took us astray, and that delayed our return a year."

Dr. Cook said he will publish his observations shortly. He took 400 photographs, including one of the Stars and Stripes waving at the Pole.

"Why should we use a silk tent, you ask, when the temperature was so low? The reason is that it requires one and a half hours to build a snow house. We used the tent for a change, and except in our sleeping bags. The men liked it, finding it more agreeable than snow."

Dr. Cook spoke of his weapons—bows and arrows made from sleds, sling shot, lances, lasso, stone trap, and gun.

"My favourite meat is musk ox," he said. "I don't like bear, seal, dog, or walrus. I have tried fox. Eskimos like fox very much. For three months we lived on older ducks and gulls."

"Musk ox is difficult to lasso on account of the humped back and downward bending of the horns. They will run at and fight everything that gets near them. So we used to hang musk oxes from the rocks and stalk the musk ox. He would rush head first into the nose, and we had him. We took two months to learn that."

I felt—I think all felt—that the verdict of the Copenhagen jury was quite unanimous as to the discovery of the North Pole.

ALPHONSE COUVERAUX.

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JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

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Agents.
Hongkong, 14th August, 1909. [908]

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Hongkong, 17th April, 1907. [1152]

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SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1221]

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HOOSAIN-ALI & Co.,

14, Queen's Road Central.

Hongkong, 15th September, 1909. [41]

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[563]

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WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

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Hongkong, 6th March, 1907. [47]

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26, DES VOUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

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THE H.A.L. Steamship

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Capt. Hildebrandt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whose delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd October, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th September, 1909. [1247]

S.S. "SYDNEY"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

ex s.s. "Charente" from Bordeaux ex s.s. "Frederic Morel" and "Ville de Certe" in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before TO-DAY, at 3 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 4th Oct. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th Oct., or they will not be recognised.

All damaged packages will be examined on Monday, the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 27th September, 1909. [2]

"MOGUL" LINE OF STEAMERS.

S.S. "GAZEE"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Oct., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 28th September, 1909. [1253]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "China."

From Australia, ex s.s. "Marmora."

From Calcutta, ex s.s. "Nabha."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th Oct., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 29th September, 1909. [1]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 29th September, 1909. [1256]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS.

January to June, 1909. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 9th August, 1909.

THE BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length 722 feet

Length on Blocks 714 "

Width of Entrance on Top 962 "

Width of Entrance on Bottom 882 "

Water on Blocks at Spring Tide 342 "

DOCK No. 1.

Extreme Length 523 feet

Length on Blocks 513 "

Width of Entrance on Top 882 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 62 "

DOCK No. 2.

Extreme Length 371 feet

Length on Blocks 350 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES for BUILDING and REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

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THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [805]

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HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Authority, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Weihaiwei.

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Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, R.N., Weihaiwei.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. B. Bridgeman, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Hongkong.

Cherub, water tank and tug, 390 tons, 500 h.p., Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Weihaiwei.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, Colombo.

Handy, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.

Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Monte, Weihaiwei.

Janus, torpedo-boat destroyer, 220 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 h.p., Capt. G. C. A. Marsden, Hongkong.

King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Heworth Lambton, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 h.p., Capt. E. Clinton-Baker, Weihaiwei.

Kinsale, river gunboat, 615 tons, Lieut. Comdr. T. J. B. Lys, Yangtze.

Morlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. F. H. Walter, Borneo.

Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.

Moorehead, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. P. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 4,300 h.p., Lt. Comdr. B. J. D. Guy, V.C., Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. J. Tickle, West River.

Saga, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

Taku, torpedo-boat destroyer, 220 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.

Tamir, receiving ship, 4,500 tons, 5 guns, Commodore Lyon, Hongkong.

Tal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.

Thetis, gunboat, 740 tons, 900 h.p., Lieut. Comdr. H. T. Arley, Yangtze.

Virago, torpedo-boat destroyer, 340 tons, 6 guns, 4,300 h.p., Lieut. Comdr. A. J. V. Gordon, Weihaiwei.

Waterwitch, surveying ship, 600 tons, 450 h.p., Lieut. Comdr. H. P. Douglas, Port Swanton.

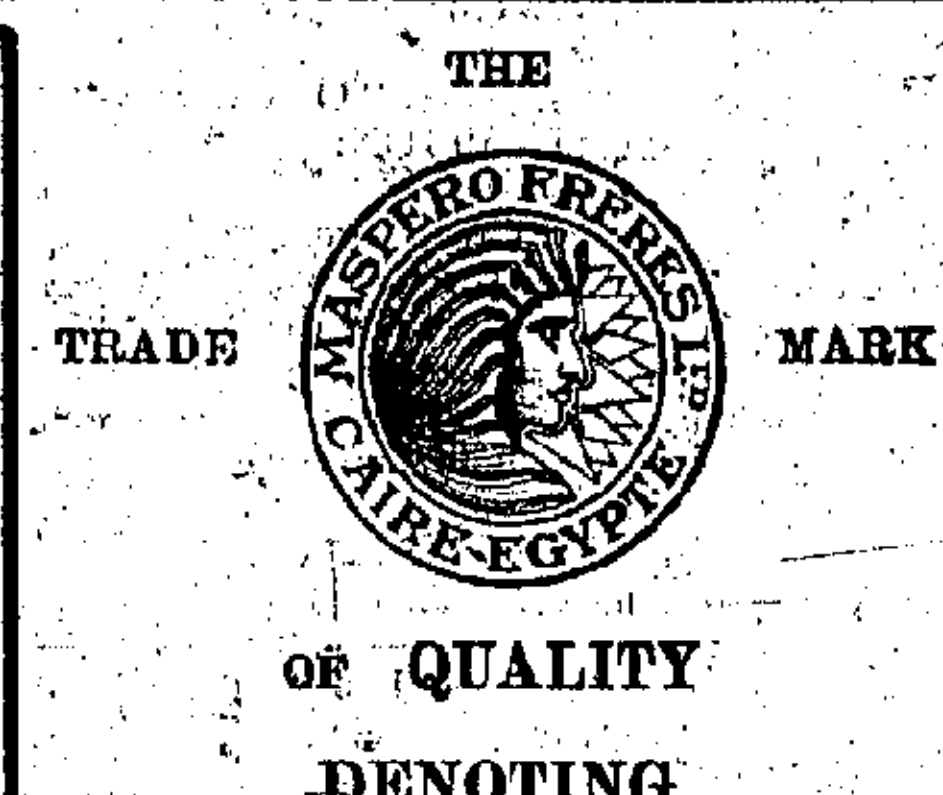
Whiting, torpedo-boat destroyer, 300 tons, 5 guns, 5,900 h.p., Lieut. Comdr. C. A. F. Cunningham, Weihaiwei.

Whitson, gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. John H. Jones, Yangtze.

Woodcock, gunboat, 180 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Gordon, Weihaiwei.

Yangtze, gunboat, 180 tons, 2 guns, 550 h.p., Lieut. Comdr. G. B. Livingston, Yangtze.

Yarrow, gunboat, 180 tons, 2 guns, 550 h.p., Lieut. Comdr. G. B. Livingston, Yangtze.



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